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## The Daily Press.

HONGKONG, OCTOBER 27TH, 1911.

A very verbose revolutionary manifesto, a translation of which would occupy nearly a whole page of the Daily Press, has come under our notice. It is remarkable for two things, comparative moderation of language and absence of aims. The publications of Chinese rebels almost invariably breathe blood and fire in every line, but the present document, with one exception, contains nothing that could not be equalled or surpassed from the editorial columns of the Yellow Press of England or the United States, and in many respects comes in a bad second to the language of Linchou or the ravings of Kwei Hsien. For once, the words of Chinese rebels are excelled by their deeds; the manifesto urges no worse violence than the slaughter of a decrepit mandarin, and that, too, only as a penalty for employing the military against the people, and contains not a single word against foreigners. But the comparative mildness of the language should not blind us to the danger of the sophistries it conveys. "Populus vult decipi" is far more true in China than in Europe, and it would be unwise to minimize the dangerous effect some of the specious arguments may have on the mind of an Oriental who is not

accustomed to guide his life by the stern rules of logic, but who knows that his taxes are increasing every year, that his money has been taken for railway construction and vanished into the capacious pockets of successive Viceroy and directors, and that the constitutional measures that have been inaugurated have produced no solid fruit, but only increased expenditure. Even more remarkable, though, is the entire absence of definite objective right throughout the pamphlet. No hint is given of the ultimate aim of the revolutionary party, nor of the purpose for which the men of the Empire are called upon to throw in their lot with them. The present Government is corrupt, oppressive, and useless; it must be cleared away—but what is to be put in its place? The nationalization of railways is objected to, but no other railway policy is hinted at, and the only reason given for objecting to the nationalization is that it was never debated in the nebulous Parliament. And this is typical of the whole of the revolutionary movement, and it is on this rock that it will ultimately be broken. The Manchukuo dynasty is to be overthrown, but what is to be substituted?—a Chinese dynasty, or a republic? If the former, where is the ruling House to be found, and for how long will it retain the suffrages of any considerable portion of the Empire? If the latter, what tie of union will there be between the heterogeneous provinces and dominions that now form the Chinese Empire? No revolution can succeed so long as it has such undefined aims. The average Chinese is a canny individual and values his skin too highly to risk it for the sake of seeing each province controlling its own railways, or of making Sun Yat Sen (whom he has no more reason for trusting than he has the present Emperor) President of a Chinese Republic; still less would he do so could he be brought to realize that success for the revolution would mean the disintegration of China, and, possibly, his ultimate subjection to a yoke more alien to him than that of the present Manchukuo dynasty. In the first flush of enthusiasm, the rebels may gain (as they appear to have) temporary successes; but, in a body having no central purpose, dissension and discontent are bound to be produced whether success or failure be encountered. Previous successful rebellions have been under the influence of some predominant and central personality, or of some strong religious or fanatical motive, but no one can expect the personality of SUN YAT SEN, or the doctrine of HUNG HSIU CH'UAN and his disciples for the Taipings, or Islam for the Panthay Rebellion.

The hired transport *Son-tai* with the 1st Bn Royal Fusiliers will be detained at Ching-wang-Tao until further orders.

For stealing a child from Hongkong a Chinese was yesterday committed for trial. He was found with the child on board a launch found for Macao.

The *Malay Mail* says it appears to be practically settled that the Singapore Government Railway will be leased to the F.M.S. Railways from January 1st next.

A Chinese youth who stole his parents' clothing was yesterday ordered by the Magistrate to receive eight strokes with the birch and to be detained for 48 hours.

The death has taken place at the General Hospital, Penang, of Mr. J. G. Richy, Acting British Adviser to Perlis, following an operation for amputation of the leg.

Three Chinese found in suspicious circumstances in Granville Road were yesterday sentenced by Mr. Hazlewood at the Magistracy to six weeks' imprisonment and to be exposed in the stocks for four hours.

Among those who returned from Home yesterday were the Hon. Mr. E. Osborne, Mr. T. K. Dealy, headmaster of Queen's College, Mr. Frank Browne, public analyst, Mr. T. H. King, Assistant Superintendent of Police, and Mr. E. J. Grist.

Mr. T. Hayashi, manager of the Mitsui Bussan Kaisha branch at Singapore, has been transferred to Hongkong on promotion, says the *Free Press*. He is replaced by Mr. E. Omura, at present manager at Nagasaki, who arrived by the *Mitsui Maru*. Mr. Hayashi is quite an old resident of Singapore, having been there twice, on each occasion for about five years, commencing the first period in 1897. His friends wish him success in the well-deserved promotion that has come to him. Mr. Hayashi arrived in Hongkong by the *Mitsui Maru* yesterday.

After watching his son compete in two cycling events at the police sports on Saturday afternoon, Mr. John Manley, examiner of the Imperial Maritime Customs, became suddenly ill at the Public Recreation Ground at Shanghai and died in a few minutes. Mr. Manley fell to the ground, and on examination by Dr. Billingshurst, and others was found to be dead. The body was removed to the mortuary. The late Mr. Manley's son, Mr. G. N. Manley, had, only a few minutes before, won first place in the two-mile cycling event and second place in the three-mile event.

The trial commenced on the 12th instant at Sourabaya of Mrs. Haverstron De Vries, who is accused of having poisoned her former husband with arsenic. The Court refused her request made through Counsel to have the case tried with closed doors.

In the presence of several heads of departments and practically the whole staff of the Survey Office, at Penang, Mr. P. W. Richards, retired senior surveyor, Penang, has been presented with the Imperial Service Medal. The Hon. W. Evans, Resident-Councillor, made the presentation, mentioning that the medal was granted for long and faithful service. Mr. Richards has served in the department for 27 years, and three times has been specially mentioned for good work by the Deputy Colonial Engineer in his annual report. He rose from apprentice to senior surveyor.

THE ASSASSINATION OF THE  
TARTAR-GENERAL.

(FROM OUR CORRESPONDENT.)

Canton, Oct. 25th.

The Tartar-General, H.E. Fung Shan, was assassinated on landing this morning. It appears that when the General had almost reached the Execution Ground on his way to the Yamen some one stepped from the crowd and threw a bomb at the company. The Tartar-General was blown to pieces, and about thirty of his guards were seriously injured.

Nothing could be recognised of the remains of the General except a few shreds of clothing and his ring. Two bombs were thrown. The first, a small one, failed to take effect; the second, containing about 25 pounds of nitroglycerine, exploded with tremendous force, not only wounding a large number, as stated above, but wrecking and setting fire to several houses. Great consternation prevails in the city. A rumour is current here that the Powers will recognise the Revolutionary Government if they can maintain their position for the next three weeks. Hundreds of people are leaving the city.

## THE ALBERT MEDAL FOR MAJOR-GENERAL ANDERSON.

We have pleasure in recording that the King has been pleased to approve of the Albert Medal of the Second Class being conferred on Major-General C. A. Anderson, C.B., Commanding the Troops in South China, in recognition of his gallantry in saving life on the occasion of fires caused by explosions of cordite at Ferozepore in the year 1906.

The *London Gazette* of September 26th gives the following account of Major-General Anderson's services on that occasion:—

On the 30th August, 1906, a fire broke out in one of the magazines of the Ferozepore Arsenal comprising 5 cells, in which were stored cordite, small arms' ammunition and gunpowder. At an early stage the cordite of the one or cordite, while from cell No. 9 where small arms' ammunition was stored, smoke was seen to be issuing.

Major-General Anderson, who directed the subsequent operations from a roof at the edge of the Magazine Compound, at a distance of some 20 yards, having ordered persons to be cleared out of the fort, and placed a section round it at 1,000 yards distance, a steam fire engine was got to work and the fire party which had been organised commenced their highly dangerous task of clearing cell No. 8, in which was stored some 19,000 lbs. of gunpowder; they eventually succeeded in so doing, thereby cutting off the fire by the intervention of an empty cell. Had the powder in this cell exploded, the explosion must have been communicated to cells in an adjoining magazine, where 300,000 lbs. of gunpowder were stored.

## SUPREME COURT.

Wednesday, October 25th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING POINTE JUDGE).

## ALLEGED FRAUD.

Chet Singh brought action against Juman Ali and Kamel Din to recover \$100 due under a promissory note dated July 4th, 1911.

Mr. J. H. Gardiner appeared for the plaintiff, Mr. Moore (of Messrs. Deacon, Looker & Deacon) represented the first defendant, and the second was represented by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist).

Mr. Gardiner said the promissory note was signed by the first defendant, and the second defendant signed on the face of it as a witness. Plaintiff said a fraud had been practised on him, that the second defendant was a principal, and that the first was really a guarantor.

His Lordship—On the face of it, if a man signs as a witness can you sue him on the note? Mr. Gardiner—Your Lordship must bear in mind the fact that the lender of the money is an Indian who is not familiar with the English language.

His Lordship—Yes, I know, but are you suing for money lent or on the note? Mr. Gardiner—On the note.

His Lordship—Can you sue on the note? Mr. Gardiner—I submit it is a joint and several note. It was intended that both defendants should sign.

His Lordship—Can you show that the second defendant is really a party to the note? Mr. Gardiner—That is what I hope to do. I hope to prove that he was one of the principals, and that this is simply a ruse on his part to take advantage of an Indian who could not read.

His Lordship—I think you had better add a claim for money lent.

Mr. Gardiner agreed.

Mr. Harris asked his Lordship to reserve the question of costs, as in the event of the plaintiff succeeding he would ask for costs up to date.

His Lordship—If I think a lot of lies are being told, I shall not give any costs.

After hearing evidence his Lordship entered judgment and costs for plaintiff against the first defendant.

## TELEGRAMS.

## THE REVOLUTION.

[DAILY PRESS' EXCLUSIVE SERVICE.]

## A LOAN FOR CHINA.

Tokyo, October 26th.

It is reported that the Yokohama Specie Bank has agreed to lend the Peking Government five million (yen?)

## PROTECTING JAPANESE INTERESTS.

Tokyo, October 26th.

Consular reports from the Yangtze agree as to the necessity for greater protection of Japanese interests at the river ports.

It is understood that the scout "Mogami" and the cruisers "Suma" and "Nittaka" will be despatched hence.

[FROM THE "CHUNG NGOI SAN PO."]

## REBELLION SPREADING.

Shanghai, October 26th.

The foreign drilled soldiers in Foochow and the capital of the Kwaichau Province have rebelled, and have captured both places.

General Yin Chang has met with a serious accident. (This is presumed to mean that he is either injured or killed.)

The sailors under Admiral Sah have mutined.

[THROUGH REUTER'S AGENCY.]

## REBEL PRECAUTIONS.

London, October 26th.

Reuter's correspondent at Peking wires that the rebels are taking extreme precautions against excesses.

They are not anxious to take any further action till they are prepared to administer them efficiently, and they are aiming at a bloodless revolution.

The Imperialists contend that one Imperial victory will crush the whole rebellion, which is merely sporadic.

## INNISKILLINGS REMAIN AT PEKING.

Reuter's correspondent at Peking wires that the departure of the Inniskilling Fusiliers for India has been countermanded, and that other Legation guards are being considerably strengthened.

Five thousand troops have entrained for Hankow.

Wireless messages report an encounter to the north of Hankow to-day.

The rebels advanced to the Seven Miles Creek, and after an extended skirmish they subsequently retired a short distance.

## SCENES IN THE CHINESE ASSEMBLY.

LATER.

Reuter's correspondent at Peking states that violent scenes took place in the Assembly, which threatened to dissolve failing the dismissal and impeachment of Cheng Shun Hui, President of the Ministry of Communications, on the ground that he favoured foreign syndicates for the construction of railways.

## IMPORTANT SEIZURE BY ITALIANS.

London, October 26th.

Two thousand Arabs were arrested at a town on the Tripoli and quantities of hidden arms were seized. Huts full of provisions and ammunitions were burned.

## FATAL FIRE AT WALWORTH.

London, October 26th.

A family of four were incinerated by a fire which broke out in a newsagents and fireworks shop at Walworth. The father, who was blazing like a torch, had to be forcibly restrained from rushing back into the flames to their rescue. He was taken to the hospital in a critical condition.

## AUSTRALIAN DREADNOUGHT LAUNCHED.

London, October 26th.

Lady Reid, wife of the Commissioner for the Commonwealth, launched the Dreadnought cruiser *Australia* at Clydebank.

The *Australia* is a sister ship to the *New Zealand*.

The ceremony was attended by large crowds, which included many Australians and Colonials.

## TELEGRAMS.

## BRITISH POLITICS.

[THROUGH REUTER'S AGENCY.]

## IRELAND AND HOME RULE.

London, October 25th.

In the House of Commons Mr. John Redmond stated that the Irish Party intended to propose certain amendments to the Home Rule Bill which the Government would undoubtedly accept.

The statement was received with ironical cheers.

## CHAIRMAN OF WAYS AND MEANS.

Mr. J. H. Whitley has been unanimously appointed Chairman of Ways and Means.

## THE INSURANCE BILL.

Mr. Asquith strongly defended the limitation of the discussion on the Insurance Bill. The Bill, he said, must receive the Royal assent this year, or the benefits to the masses would be postponed for a year. Mr. Lloyd George had had to see hundreds of deputations, and did not spare trouble or time in meeting objections or criticisms.

## MR. BALFOUR'S SCATHING ATTACK.

Mr. Balfour made a long and scathing attack upon the Government, during which he was loudly cheered. He was dismayed by Mr. Asquith's limitation of discussion on the most complicated Bill of the century, and affirmed that the institution of "kangaroo closure" was a Parliamentary scandal which did not leave the House with any shreds of liberty. Having destroyed the Lords, the Government were now destroying the Commons. (Loud cheers.)

## FOREIGN RELATIONS.

In the House of Lords, Lord Morley said it was a matter for enormous satisfaction that the Franco-German discussions in relation to Morocco had at last come to a conclusion which, in the opinion of those in authority at Berlin and Paris, would be acceptable to the people of both countries; and that Italy had ordered the re-lighting of the Italian lights in the Red Sea.

## THE TERRITORIALS.

Lord Haldane, speaking at Birmingham, said he believed that the Territorials had come to stay and develop, and that they may some day be based upon compulsory service (Loud cheers.) He did not see the possibility of compulsory service at present, but he was anxious that we should not fall between two stools.

## THE GUILLOTINE.

LATER.

The House of Commons by 220 votes to 163 passed the guillotine closure on the Insurance Bill. The Government made some concessions, allowing 22 days for the discussion of the Bill.

Mr. Austen Chamberlain accused Mr. Asquith of forcing the guillotine upon the House in order to make a precedent for the Home Rule Bill. He denounced the Insurance Bill as an immoral attempt to bribe the working classes.

Mr. Lloyd George said Mr. Chamberlain's remark was about the limit. If anything was more immoral than a bribe—it was promising a bribe, getting votes, and then not giving it.

## LATER.

The debate on the Insurance Bill was interesting owing to the veiled and open references to Home Rule.

Mr. Asquith concluded his speech by declaring that the Government in the future would not hesitate to apply the closure by compartments to great projects of legislation.

This evoked Mr. Balfour's outburst of accusing Mr. Asquith of creating a precedent for not leaving the House any shreds of liberty.

Mr. Redmond described Mr. Balfour's speech as the first shot in the Parliamentary campaign on Home Rule. It was aimed at protruding the Insurance Bill until next year in order to destroy the 1912 programme.

The *Daily News* states that the Labour Party has split on the Insurance Bill. Messrs. Snowden, Lansbury, Jowett, and Thorne have refused to pledge their support to the measure, and form an independent group.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

October 25th.

VICEROY MEMORIALISES THE THRONE.

Having the welfare of the nation and the present dynasty at heart, Viceroy Chang has memorialised the Throne concerning the present situation in the Central Provinces. He first stated that the success of the revolutionists has had the effect of making the hearts of the people turn to the revolutionary cause, and that consequently the very existence of the present régime is jeopardised. He then urges the Throne not to interfere with the direction of affairs of State, but to leave the same to the care of capable and responsible Ministers. Taxation is then mentioned. His Excellency points out that the people are groaning under the weight of the taxes placed upon them, and he suggests that for the present, at all events, the modern innovations and reforms costing so much money should be stopped, and the taxes taken off. He then earnestly begs the Emperor to issue a proclamation to the whole people laying the blame for the present situation on himself and promising to call together a National Assembly or parliament next year. By these methods the Viceroy hopes that the allegiance of the people to the Throne will be restored and the Empire be once more at peace. It is said that the wording of this memorial is very strong.

TREATING THE TROOPS.

The Viceroy recognises that at all hazards the loyalty of the troops here must be maintained, and he is doing all in his power to create a good feeling between the men and the Government. Yesterday dispatches were sent to the officers in command of the various regiments to furnish the number of men in each regiment and take a report of this number to the Treasury, when the Treasurer would at once hand over a sum of money to be spent in giving the men a grand feast.

AMMUNITION FOR HUPCH.

News has reached here that the royalist forces in Hupch are very short of ammunition, and that for this reason they are unable to make headway against the rebels, who seem to be wonderfully well supplied with munitions of war. Orders have therefore been sent to the Director of the Provincial Arsenal to send all the ammunition that can be spared to the North at once. Yesterday a large gang of coolies was engaged from dawn to dusk in carrying loads of shell and cartridges on to a cruiser, which immediately steamed off to the North as soon as her dangerous cargo was got on board.

THE REVOLUTION AND ROBBERS.

Since the news of the rebel successes in the Hupch province reached this province the robbers in the country districts have become bolder, and in many places people are living in terror of their lives. Nearly all these robber gangs pretend to be revolutionists and all belong to societies which are more or less anti-dynastic in character. So serious has the situation caused by these rascals become that there are not wanting those who consider the safety of Canton itself to be imperilled by the presence of these robber bands on the outskirts of the city. A meeting of the principal inhabitants is to be held to-day in the Man Lam Shui Yuen to discuss means for protecting the city and preserving the public peace.

TO GUARD THE TREASURY.

In the great street known as *Sheng Moon Tai* is the South Gate, on the top of which is a pagoda-like structure known as *Kung Pak Lau*. This tower commands a fine view of the city and especially of the Provincial Treasury, which is close at hand. It is the desire of General Lung to garrison this tower with a company of soldiers who may keep watch day and night on the Treasury. Nearly all the shops in this street, however, have erected awnings and wind shoots of matting, thus obstructing the view. The General ordered the immediate removal of these structures, but at a meeting of the *Kung-fong* it was resolved to resist this demand and to let the awnings remain where they are. The General is now considering what steps he will take to enforce the carrying out of his order.

CITIZENS AND SOLDIERS.

A night or two ago there was a fracas between a body of Kwong Sai soldiers and some citizens at the foot of the Kwong Yam Hill near the North Gate. It is not quite clear how the trouble began, but there was a general scuffle for several minutes. Other soldiers on the top of the hill, seeing their comrades engaged in strife, began to fire at the citizens, who promptly took to their heels and fled. Later an enquiry was held, and those soldiers who had taken part in the fight were punished.

A serious accident, of which more will probably be heard in the police courts, occurred in the godown of Messrs. Katz Brothers, says the *Straits Times*. It appears from the report made to the authorities, that a German traveller employed by the firm was testing an automatic pistol, and to that end he pumped six bullets into the door of a closet without taking the precaution to see what was behind the door. He was soon made aware, however, by screams emanating from the place, and, opening the door, it was found that a young Chinese shop assistant was inside. By that time, however, the damage had been done. Two of the bullets had lodged in the baby's leg and a third in his arm. He was immediately removed to hospital, but it is understood that his injuries are not extremely serious. Meanwhile, the police are investigating the circumstances, and the traveller will be arraigned on a criminal charge, probably that of committing a rash act.



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Hongkong, 1st October, 1911. [114]

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AN INSTRUCTIVE ADDRESS.

(Continued from yesterday's issue.)

#### IV. ESSENTIALS.

Many of you may be desirous of knowing  
what "consider the essentials for success in  
business." These essentials I shall treat under  
two headings:  
(a) Personal.  
(b) Educational.

The personal qualifications which all business  
men should possess are very largely enhanced  
by their educational training; inherent good  
personal qualities are valuable, but they usually,  
less much of their worth if not backed by  
educational efficiency. One has but to study  
the lives of some of our successful men  
to see what an important part these personal  
and educational qualifications have played in  
their success. That there are many notable ex-  
ceptions I readily admit; but, by close exami-  
nation, you will find in all such cases there have  
been counter influences on the one hand which  
have made up for the deficiencies on the other.  
When one thinks of such names and reads the  
lives of such leaders in commerce as Sir W. D.  
Farran, Mr. J. S. Fry, Sir John Aird, Sir S.  
W. Mills, Mr. Andrew Pease, Mr. George  
Cadbury, and a whole host of other successful  
men, it will be seen that hard work,  
strenuousness, good temper, discipline and  
the practice of such virtues as patience,  
forbearance and fair dealing are the prin-  
ciples which led to their success. The late Sir  
Sydney Waterlow, Bart., founder of the great  
printing house which bears his name—was  
fond of recalling that as an apprentice he  
used to "work" at any hour of the night.  
The Rt. Hon. W. H. Smith—who became First  
Lord of the Admiralty and Leader of the  
House of Commons—started life as a printer's  
devil, and was compelled by his father to  
graduate through every division of the printing  
and publishing business before stepping into  
a position of ease. Edison as a boy sold news-  
papers on the curb; later installed a printing  
press on a transcontinental train, set up,  
machined and distributed a newspaper of which  
he was the sole proprietor; later still by hard study  
to find himself in his proper inventive and  
scientific environment, thinking nothing, even  
to this day, of spending a whole week on and in  
his laboratory when hypnotised by a promising  
problem. Again, take veterans like Lord  
Strathcona and Mount Stephen, both of whom  
went as poor lads to Canada, to be the eventual  
pioneers of the Canadian Pacific Railway.  
All these had real "grit"; none had high  
educational qualifications; but they had the  
personal qualities of natural untrained and  
unrestrained urbanity, they were not ashamed  
to start on the bottom rung of the ladder of life,  
they were born-learners of hard work, dogged,  
mapped out their future course and kept dead  
to it, their persistence overcoming all rebuffs,  
and their reward was "Success." Thousands  
of examples could be cited from all parts of the  
world where the like concurrence of these quali-  
ties has had the like result. I have merely given  
illustrations which come rapidly to my  
mind. But I cannot forbear mentioning two  
instances which relate to the history of educa-  
tion on ability. Brasseur—grandfather, I  
believe, of the present learned Lord Brasseur—  
the construction contractor in early railway  
days, was reported to be unable to write his  
name; but he could measure off the track of a  
projected line of railway and mentally calculate  
out labour, quantities, etc., with such exactitude  
that he was the most successful contractor of  
his time, to the satisfaction of the company,  
and certainly to his own material benefit.

George Stephenson, the father of the loco-  
motive, whilst an inventive genius, was an  
excellent conversationalist. At a dinner he  
happened once to be drawn into an argument on  
a mechanical or engineering problem by a  
valuable guest, who discomfited Stephenson en-  
tirely. They arranged to meet a week later. The  
interval was spent by Stephenson in consulting an  
eloquent lawyer in the technicalities of the  
question, and when the discussion was renewed  
the "valuable" one caught a tartar; the  
arguments were the engineer's, but the barbs to  
them were furnished by the trained intellect of  
the accomplished advocate.

#### V. PERSONAL QUALIFICATION.

The day when personal influence alone was  
the only requisite for securing an appointment  
is very largely passed—and, unless a seeker  
after employment is able to present some  
proofs and come successfully through tests of  
his practical ability, there is to-day little chance  
of securing any but the lowest positions.  
**Personal Essentials are:**—Character, thorough-  
ness, method, accuracy, tact, punctuality and  
regularity. Initiative, sobriety, hard work,  
all of which I will treat separately.

Good Character is no doubt the most impor-  
tant qualification for a business calling, and it  
is one which tends to elevate and dignify every  
phase of life with which it is associated. A  
man of average abilities, and even of moderate  
education, may possess this qualification and by  
it succeed in business. The world to-day, as in  
the past, is ruled by men of good character, by  
which phrase must be understood men who are  
consistent, honourable, upright, and of unques-  
tionable integrity. As the poet phrases it:  
"An honest man's the noblest work of God."  
Thoroughness is shown by persistent atten-  
tion given to detail, by a determination to stir  
over nothing which may be temporarily harass-  
ing, however trivial; and by a steady, contin-  
uous exhibition of zeal, in place of spasmodic  
activity and efforts by fits and starts, in the  
performance of all duties. It is a quality closely  
allied to method and accuracy. It involves  
care and obviates, or corrects mistakes, and  
is therefore an economiser of time and a  
preventative against complaints and dissatis-  
faction. The "thorough" man is always certain of  
his ground; the "slap-dash" worker  
lives in a state of high fever, not knowing from  
one moment to another when he may receive a  
knock-out blow through neglecting the simple  
means of defence with which a cultivation of  
thoroughness would have equipped him. Thorough-  
ness is a pearl of great price; sloven-  
liness the quintessence of all that is bad. To be  
thorough is to be certain; to jump at conclusions  
is to land on one's feet, or on one's head. Thoroughness spells "Victory" all the time, as  
certainly as haystacks and cornucopias spell  
"Defeat and Disgrace." The "thorough"  
man conquers; the "non-thorough" man is  
always outgunning his brains for loopholes  
of escape from the terrors of his own creation.  
Need I ask you which is the better man?—or  
which is the man that will make his fortune,  
and which the one who will be eventually bank-  
rupt and penniless?

Method, like character, may be good or bad.  
Good method is a most valuable commercial as-  
sistant. Without it, or by the application of  
bad method, success in business is almost  
impossible. With a man of good method,  
the neatness of his work, the proper loca-  
tion of stock or papers with which he has  
to deal, the arrangements made for the duties  
to which he has to attend, the record he keeps  
of matters he has to follow up or bear in mind  
for future date; in fact, the method he applies  
to all he undertakes becomes apparent to the

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[1130]

most unobtrusive man who comes in business  
contact with him. Under method there is a  
time and place for everything; it ensures that  
everything is done at the right time and place  
everything in its correct place; it is ever ready  
for emergencies; it is a great economiser of time,  
space and expense, and ensures against errors  
and thereby obviates worry. It is, therefore,  
advisable to give the greatest possible attention  
to cultivating habits of method in all matters.  
Substitute for method the word order in its full  
meaning. An author whom I cannot trace, or  
to whom I would give the due of quoting his  
name, has well said:—"What comfort, what  
strength, what economy there is in order—  
material order, intellectual order, moral  
order. To know where one is going and  
what one wishes this is order; to keep one's  
word and one's engagements—again order; to  
have everything ready under one's hand,  
to be able to dispose of all one's forces,  
and to have all one's means of what-  
ever kind under command—a still order;  
to discipline one's habits, one's efforts, one's  
wishes; to organise one's life, to distribute one's  
time, to take the measure of one's duties and to  
make one's rights respected; to employ one's  
capital and resources, one's talent and one's  
chances profitably—all this belongs to and is  
included in the word order. Order means light  
and peace, inward liberty and free command  
over one's self; order is power. Aesthetic and  
moral beauty consist, the first in a true concep-  
tion of order, and the second in submission to  
it, and in the realisation of it, by, in, and around  
one's self. Order is man's greatest need and  
his true well-being."

Accuracy in observation, in statements and  
in transactions is absolutely necessary  
to all business. A wrong  
quotation in a contract, an error in  
rendering an account or in making an entry in  
the firm's books may result in considerable loss  
of time, if not money. Accuracy means pre-  
cision. It is the armament by which the busi-  
ness of a man can be hit with monotonous yet  
gratifying regularity. It is guaranteed to pass  
all commercial tests. It cannot be injured by  
the subtleties of legal quibbling. It is im-  
pugnable; and, since it is maintain-  
able by the exercise of moderate care, should be  
the invariable testimony to the efficient organisa-  
tion of every business house. The need for  
accuracy is not limited to matters of account.  
Accuracy is the truth. It should be present in  
the terms of all contracts—oral or written. It  
is the main line to the terminus of all successful  
activities; just as much as tergiversation, word-  
twisting and tellers of half-truths pave the  
way to the ditch of destruction.

Tact is a qualification often little understood,  
and sometimes most grossly misinterpreted,  
as the habit of lying, and deception and mis-  
representation. The word tact, which has many  
synonyms, I shall define as the ability to do  
the right, or most expedient thing, at the  
correct moment; or, if you prefer it, a keen  
perception in seeing or doing exactly what is  
just in any circumstances over which no time  
is available for pondering. Tact in the man of  
business is the exact counterpart of that quality  
in naval and military commanders which en-  
ables the formation of quick judgments. Did  
not Nelson exhibit tact in *excellent*—knowing  
his own powers—when he turned his "blind  
eye" to a signal with which he did not agree?  
He won, and was content to let explanations  
follow. His tact urged him to seize an oppor-  
tunity. The simile can be applied to many  
similar situations in commercial life. There is a  
difference between tact and tactlessness. Tact  
is something, but tact is everything; tact  
is serious, sober, grave, and respectable. Tact  
is all that and more; too it is not a sixth  
sense, but it is the life of all the five; it is  
the open eye, the quick ear, the judging taste,  
the keen smell, the lively touch; it is the inter-  
preter of all riddles, the surmounter of all  
difficulties, the remover of all obstacles; it is  
useful in solitude, for it shows a man his way  
into the world; it is useful in society, for it  
shows him his way through the world. Tact  
is power—tact is skill; tact is weight—  
tact is momentum; tact knows what to  
do—tact knows how to do it; tact makes  
a man respectable—tact makes him  
respected; tact is wealth—tact is  
ready money. For all the practical purposes  
of life tact carries it against talent,  
ten to one. Every man in business should  
desire the quality of tact; as without it he will  
not succeed, as he should. By this qualification  
the business man knows exactly how to deal  
with and handle those with whom he comes in  
contact, whether it be his staff, a purchaser, or  
a seller, or whether a person be argumentative,  
difficult to please, bad tempered, proud or con-  
ceited, smarting under some sense of injustice,  
lack of courtesy displayed towards him by  
others, or what not. Tact is largely an  
intuitive gift; it may be improved by prac-  
tice; to some extent even it may be  
acquired by those who care to cultivate it.  
But the ground from which it is grown  
must be saturated with infinite courtesy; it  
must be kept sweet and wholesome by the con-  
stant addition to it of the sweepings of experi-  
ence; it must not be encumbered with the weeds

of ancient formulas, nor be soured by the in-  
trusion of deleterious drinkings from the  
domains of the degenerates.

Punctuality and Regularity in business are  
absolutely necessary. Fortunately they are  
within the range of all who care to take  
the trouble to practise them. The employee who  
at all times can be depended upon to  
attend regularly and punctually at business,  
whether supervised or not; the trader who can  
be depended upon promptly to execute orders  
and deliver his goods; the debtor who can  
be depended upon for the prompt payment of his  
account; and, the man who promptly keeps his  
appointments of all kinds, are not only acqui-  
sitions to any enterprise, but are in a position  
to obtain better terms and conditions than those  
who are unpunctual and irregular in their habits  
and dealings. These qualities must therefore  
materially add to the success of any business in  
which they predominate, or are the invariable  
rule.

Initiative is the quality which initiates, or  
gives birth or beginning to thought or actions,  
and is of all business qualifications the rarest.  
It is initiative that our great industries and  
commercial enterprises are due, and without  
which they would decay. Capitalists of all  
grades and classes are ever on the look-out for  
the man with initiative, in order that they may  
add to their wealth by giving scope to new  
ideas. The man of initiative is never at a loss  
for a living. Under whatever circumstances  
he may be placed, and whatever may be his  
difficulties, he will always find a means to earn  
something, and thus reach the halfway  
house to a solution of his problems. The  
employee who has the opportunity, and  
who can show his employer how to improve his  
business by new or improved methods, how to  
secure new markets and extend his customers,  
how to economise in time and material or ex-  
penditure, or how to increase the profits or  
revenue of a concern, is the man who will  
ultimately merit a position of trust or make a  
start for himself as an enterprising man. Men lacking  
in initiative must always be servants; they must  
remain of the rank and file content automatically  
to carry out orders. Thinking, in, out, round  
and about, is a mental exercise in which they  
never indulge. Such are those who are constantly  
meeting who complain that they have fallen  
into a rut—who go round the clock ex-  
ecuting as much intelligence as the hands  
on the face of that mechanism. They  
never stop to enquire as to the force  
which impels them on their path. Yet, if they  
would find it in initiative—the power to con-  
ceive new ideas, to contrive, to organise and to  
re-organise, to break from the "Puffing-Billy"  
of tradition and to run in its place one of the  
mammoth of efficiency better suited to our  
more advanced times. Initiative is the mighty  
layer of new tracks without which commerce  
would remain stagnant, production would  
lag behind, and the world's economic fabric would  
perish from dry rot.

Sobriety is no doubt necessary in business, but  
it is a regrettable fact that it is one of those  
qualities which all do not possess. Sobriety  
clamps the man as pliant as an instantane-  
ous leaves its mark on those who are unfortunate  
and not of sober habits. The man of temperate  
habits as a rule has greater staying power, is  
more reliable and self-respecting, and is more  
often ready and better able to face with calm  
judgment the many difficulties which arise in  
business. But intemperance is not limited to  
the consumption of alcoholic liquors. Not  
much in front of the inveterate tippler is the  
food of glutton. His manners are almost always  
coarse and sometimes coarse, than those  
of the victims of alcoholism. As Henry  
George, in an eloquent passage of his "Poverty  
and Progress"—a book which you would be  
more interested to read now that we have a  
Lloyd George as Chancellor of the Exchequer  
than you would have been at the time of its  
appearance 30 years ago said:—"Held down  
to lower forms of desire, man's aspirations grow;  
twelve hours turn on spits that Antony's mouth-  
ful of meat shall be done to a turn; all treasures  
of Arabian Nights tend to Gloriana's charms;  
hanging gardens and palaces that rival the hills  
arise." The animalism and grossness of the glutton  
are in no respect less far from the conduct  
and neglect resulting from the dull and weakened  
intellect of the chronic inebriate. Both are  
vices, at all events, to be studiously avoided by  
those who are bent on making their mark in the  
exacting commercial sphere.

Hard Work is by no means the least quality  
which is essential to a successful career. The  
quality is fortunately within the reach of all who  
may be blessed with health and strength. Person-  
ally, I think I ought to have placed hard work  
immediately after good character as a prime  
requirement for business. If I had to choose  
between cleverness and aptitude for hard work,  
I think my choice would fall on the  
latter. A youth who is hard-working  
will take advantage of every opportunity  
in business, will always be fitting himself for a  
higher position, will not be content with just  
filling the position he has, but will be constantly  
adding to his knowledge and qualifying himself  
to fill one of the many openings which may at  
any moment become vacant. He will not acru-

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The ideal disinfectant for use in the Tropics. Highest efficiency and lowest cost.  
Powerful Larvicide. Unaffected by organic matter, and miscible with both  
fresh and salt water.

"SANITAS-BACTOX" (Saponified Cresols of the same (20)  
guaranteed co-efficiency. Homogeneous, and miscible with fresh water.

"SANITAS-SOLDIS," a cheap but concentrated Coal Tar  
Disinfectant of the greatest reliability and guaranteed efficiency.

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etc., etc.; Motor Cycle Tyres, Tubes and Belts; Rubber Mats, Mat-  
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Valve Rubber and Mechanical Rubber Goods of every description;  
Roses and Mining Goods. "Anything made in Rubber" by patent  
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ple to "keep his nose to the grindstone," if he  
recognises that his seniors appreciate that he is  
doing credit to his position, whilst preparing  
for something better, he will not be content to  
be a mere clerk, a shorthand-typist or a book-  
keeper, etc., but will strive till he is capable of  
stepping into a position that may present  
itself.

There is no royal road to success, but the first  
step towards attaining it is a determination to  
play a first and leading part in whatever position  
you may occupy. Cultivate a confidence—not a  
conceit—in your own power to overcome diffi-  
culties. Remember that you have entered  
upon a career with boundless possibilities.  
Unlike a profession, commerce has no limitation,  
and is not ruled by doubtful etiquette, old and  
musty formulas, or in any way circumscribed.  
The whole world is at your service and success  
within your reach. Therefore enter upon your  
business life full of hope and courage, and  
prepared to follow the good advice and expe-  
rience of many of your friends. A com-  
mercial career is one which will bring into  
proper use all the moral and intellectual  
faculties you may possess; it will broaden and  
extend your view, by creating true in the  
place of false sentiment; this in turn will give  
full play to courage—that virtue which is the  
attribute of every true Britisher, that admits  
no defeat until all is lost, that looks facts in the  
face and grapples courageously with difficulties  
as they occur, knowing that should failure result  
it is not all loss, for out of failure a wise youth  
will learn many important lessons that may  
lead ultimately to greater success. It is in this  
virtue of courage, which enables him to regard  
success or failure with equanimity, that has  
helped to mould that fine type of British  
business man of which we as Britishers, with  
every other nation of the earth, are equally

proud, and which will inculcate those habits of  
fair dealing, patience, good temper, hard work  
and self-discipline, directed by practical common-  
sense that are so essential to success in business.  
(To be Continued.)

### NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU"

From SAN FRANCISCO, HONOLULU  
AND JAPAN PORTS.

THE above-named Steamer having arrived,  
Consignees of Cargo are hereby notified  
to send in their Bills of Lading for Counter-  
signature, and to take immediate delivery of  
Cargo, remaining undelivered on FRIDAY,  
the 27th inst., at 5 P.M. will be landed at Con-  
signees' risk and expense and delivery must then  
be taken from Company's Godown.

No Fire Insurance whatever will be effected.  
No Claims will be recognised after the Goods  
have left the Steamer or Godown, and all Goods  
remaining undelivered on TUESDAY, the 31st  
inst., afternoon, will be subject to rent and  
landing charges.

All claims and other damaged Cargo to be  
left on board or Godown, and examination of  
same to be arranged.

All Claims must be filed on or before  
TUESDAY, the 7th Nov., otherwise they will  
not be recognised.

K. MATSUDA,  
Agent.

Hongkong, 24th October, 1911. [1290]











## SHIPPING

## ARRIVALS.

ANNU, British str., 1,350, J. B. Harris, 25th Oct.—Shanghai 22nd Oct., General—Butterfield & Swire.

ARCADIA, British str., 3,514, S. Barham, 26th Oct.—Bombay 11th Oct., Mails and General—P. & O. S. N. Co.

ASAH MARU, Japanese str., 1,920, Nakano, 26th Oct.—Fukuoka 20th Oct., Coal—Mitsui Bussan Kaisha.

BENARY, British str., 2,510, J. D. Launce, 26th Oct.—London 11th Sept., General—Gibb, Livingston & Co.

CHUNSHANG, British str., 1,418, C. J. Matlock, 25th Oct.—Sundakan 23rd Oct., Timber—Jardine, Matheson & Co.

EMPEROR OF INDIA, British str., 5,940, E. Beetham, 26th Oct.—Vancouver, B.C., 4th Oct., Mails and General—C. P. R. Co.

FUKU MARU, Jap. str., 2,031, H. Tomimatsu, 25th Oct.—Mojji 19th Oct., Coal—Mitsui Bussan Kaisha.

GLENNALLOCH, British str., 1,534, Townsland, 26th Oct.—Singapore 20th Oct., General—Seang Tak Sang.

HANOI, French str., 773, G. Bonnier, 26th Oct.—Haiphong and Pukhoi 24th Oct., General—A. R. Marty.

HITACHI MARU, Japanese str., 6,715, T. Yamawaki, 26th Oct.—Europe, Singapore 20th Oct., General—Nippon Yusen Kaisha.

KONSHINGO, German str., 1,992, Boeckh, 26th Oct.—Bangkok and Swatow 25th Oct., Rice—Butterfield & Swire.

MACAO, British str., 4,242, J. W. Long, 26th Oct.—Liverpool and Singapore 20th Oct., General—Butterfield & Swire.

MEXICAN PRINCE, British str., 1,952, G. A. Jung, 25th Oct.—Shanghai 21st Oct., Kerosene oil—Asiatic Petroleum Co.

ROMANY, British str., 2,916, McDonnell, 25th Oct.—Shanghai 21st Oct.—Asiatic Petroleum Co.

SABINE, RICKMERS, German str., 2,562, H. Bundela, 26th Oct.—Port Natal 24th Sept., Cases petroleum—Standard Oil Co.

SINOAN, British str., 1,047, P. Jamieson, 26th Oct.—Haiphong 23rd and Hoihow 25th Oct., General—Butterfield & Swire.

TAIYU, Dutch str., 4,500, J. P. Solle, 26th Oct.—Milke 20th Oct., Coal and General—Java-China-Japan Line.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
26th October.

ARCADIA, British str., for Shanghai.

DAGNY, Norwegian str., for Hongkong.

HAIYANG, British str., for Swatow.

HONGKONG, German str., for Tientsin.

HITACHI MARU, Japanese str., for Kobe.

LOKANG, British str., for Shanghai.

## DEPARTURES.

26th October.

CHINHUA, British str., for Shanghai.

HONGKONG, British str., for Swatow.

KYOE MARU, Japanese str., for Anping.

MACAO, British str., for Shanghai.

SABINE RICKMERS, Dutch str., for Amoy.

SUNGKIAN, British str., for Haiphong.

## SHIPPING REPORT.

The British str. Anhai reports: Light to moderate wind and fine weather.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co. str. *Siberia* from San Francisco was dispatched from Yokohama on the 22nd instant en route to Hongkong, and is due to arrive at Hongkong on the 31st inst.

The P. M. S. S. Co. str. *China* was dispatched from San Francisco on the 11th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 7th prox.

The P. M. S. S. Co. str. *Manchuria* was dispatched from San Francisco on the 17th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 17th prox.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 21st instant, at 11 a.m., and may be expected here on or about the 13th prox.

## THE GERMAN MAIL.

The I.G.M. str. *Prinzess Alice*, carrying the German Mails with dates from Berlin of the 4th inst., left Colombo on the 22nd inst. p.m., and may be expected here on or about the 2nd prox.

## THE INDIAN MAIL.

The Apsar str. *Japan* from Calcutta left Singapore on the 20th inst. afternoon, and may be expected here on or about the 30th inst.

The Indo-China str. *Vamanyu* left Calcutta for the Straits and Hongkong on the 23rd inst., and is due here on or about the 8th prox.

## MERCHANT STEAMERS.

The Russian str. *Sibir* left Moji on the 13th inst. for this port, and is due to arrive here to-day.

The U. A. Line str. *Senegambia* left Shanghai on the 24th inst. a.m., and may be expected here to-day a.m.

The Philippines Co. str. *Rubi* left Manila on the 24th instant, and is due here to-day at daylight.

The N. Y. K. str. *Awa Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 20th October, and is expected here on the 29th October.

The str. *Glennalloch* left Singapore on the 24th inst., and is due here on or about the 29th inst. p.m.

The Apsar str. *Arratoon* left from Shanghai and Kobe left Moji on the 24th instant afternoon, and may be expected here on or about the 29th inst.

The T. K. K. str. *Bongpong Maru* sailed from Manzanillo on the 9th instant for Hongkong, and is expected to arrive at this port on or about the 27th prox.

The Mogul Line str. *Lothian* left the United Kingdom on the 24th ult. for Hongkong via the Straits.

The O.S.K. str. *Panama Maru* from Tacoma left Yokohama for this port via Shanghai on the 20th inst., and is due here on or about the 2nd prox.

The Olof Wijk & Co. str. *Peking* left Port Said on the 8th inst., and is expected here on or about the 7th prox.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port on the 20th inst., and is expected here on the 7th prox.

STEAMERS PASSED THE CANAL.

Oct. 3rd—*Carmarthenshire*, E. E. Ferdinand, Macdonald, Palermo, Indravelli. 7th—*Achilles*, Indravelli, Palermo, Sirena, Sootra. 10th—*Benedict*, Indravelli, Palermo, Sootra, Peking, Sithonia, Indravelli. 13th—*Budon*, Indravelli, Maru, Prinzess Alice, Sator, Torane. 17th—*Moyuna*, Myrindon, Nippon, Ping Sui, De-ayed through mutation, Katana, Bardania, Alecia. 20th—*Calcedonia*, Monmouthshire, Yangtze, Kansas. 24th—*Benedict* Denbighshire, Preussen.

ARRIVALS AT HOME.

October 24th—*Andria*, Sazonia.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L," together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	To-morrow, at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SURATRA	Brit. str.	—	W. R. Le Mare	P. & O. S. N. Co.	About 1st Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	FLINDERS	Brit. str.	—	G. C. Candy	JARDINE, MATHESON & CO., LD.	About 11th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	SACHSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 11th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	ARCADIA	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 16th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Kotso	HAMBURG-AMERICA LINE	On 6th Dec.
ROTTERDAM & HAMBURG via STRAITS, &c.	SENDEMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	To-morrow.
HAVRE & HAMBURG via STRAITS, &c.	DAYEN	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 8th Nov.
HAVRE & HAMBURG via STRAITS, &c.	FRIEDRICH	Ger. str.	k.w.	Sandstedt	HAMBURG-AMERICA LINE	On 21st Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	AWA MARU	Jap. str.	—	Iizawa	NIPPON YUSEN KAISHA	On 1st Nov., at 11 a.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th Nov., at 11 a.m.
MARLES GUINIA, ALGER, GIBRALTAR & SOUTHAMPTON	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	OSAKA SHOSEN KAISHA	On 14th Nov., at 11 a.m.
LYSTED, &c., via SINGAPORE, &c.	CHINA	Ger. str.	—	—	OSAKA SHOSEN KAISHA	On 1st Nov., at Noon
BOSTON & NEW YORK	ENROLL	Am. str.	—	—	OSAKA SHOSEN KAISHA	On 27th Nov., at 2 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	S. Robinson	OSAKA SHOSEN KAISHA	About 16th Nov.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	STRAITLTON	Brit. str.	—	J. S. Shaw	OSAKA SHOSEN KAISHA	On 4th Nov., at 7 a.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	OSAKA SHOSEN KAISHA	On 21st Nov.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	—	OSAKA SHOSEN KAISHA	On 30th Dec., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHINTO MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSEN KAISHA	On 3rd Nov., at 1 p.m.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 17th Nov., at Noon
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	M. Windeler	OSAKA SHOSEN KAISHA	To-day, at Noon
MEXICAN, PERUVIAN & CHILEAN via JAPAN	ST. ALBANS	Brit. str.	—	H. Bromer	OSAKA SHOSEN KAISHA	On 4th Nov., at 10 a.m.
KOBE & YOKOHAMA	HONGKONG MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 11th Nov.
KOBE & YOKOHAMA	MYAZAKI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 13th Dec., at Noon
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	—	OSAKA SHOSEN KAISHA	On 9th Nov.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	About 14th Nov.
JAPAN	TJIKINI	Dut. str.	—	—	OSAKA SHOSEN KAISHA	On 22nd Nov., at Noon
WEIHAWEI & TIENSIN	HUICHOW	Brit. str.	1 m.	Hooker	OSAKA SHOSEN KAISHA	On 5th Nov., at D'light
SHANGHAI	LOKANG	Brit. str.	—	—	OSAKA SHOSEN KAISHA	To-day, at 4 p.m.
SHANGHAI	ANHU	Brit. str.	1 m.	J. B. Harris	OSAKA SHOSEN KAISHA	To-morrow, at Noon
SHANGHAI	CHOYANG	Brit. str.	—	M. Courtney	OSAKA SHOSEN KAISHA	On 2nd Nov., at Midnight
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	OSAKA SHOSEN KAISHA	On 2nd Nov., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	P. Groch	OSAKA SHOSEN KAISHA	About 2nd Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	—	C. E. Longden, R.N.R.	OSAKA SHOSEN KAISHA	About 3rd Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LIAN	Brit. str.	1 m.	C. G. Williams	OSAKA SHOSEN KAISHA	On 4th Nov., at M'night
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CEYLON MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 8th Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PEKING	Swed. str.	—	—	OSAKA SHOSEN KAISHA	About 10th Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CEYLON	Swed. str.	—	—	OSAKA SHOSEN KAISHA	About 7th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CEYLON	Dut. str.	—	Rooy	OSAKA SHOSEN KAISHA	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DAIJIN MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 29th inst., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 1st Nov., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAIYANG	Brit. str.	2 h.	J. W. Evans	OSAKA SHOSEN KAISHA	To-day, at 11 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAICHING	Brit. str.	2 h.	W. C. Passmore	OSAKA SHOSEN KAISHA	On 31st inst., at 11 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	F. H. Rolfe	OSAKA SHOSEN KAISHA	On 3rd Nov., at 11 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	S. Crosby	OSAKA SHOSEN KAISHA	To-morrow, at 2 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 30th inst., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 31st inst., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 4th Nov., at 2 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 7th Nov., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 4th Nov., at 9 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	—

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"P. E. FRIEDRICH," Capt. E. Malchow,	16,000	Wednesday, 1st Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE," Capt. P. Groch,	20,300	About 2nd Nov.
MANILA, ANGAUR, Y. A. P. NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. Bremer,	6,000	Saturday, 4th Nov., 10 a.m.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. Klugkist,	6,750	About 14th Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphy, New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 21st October, 1911.

## PASSENGER SEASON 1912.

# NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
Capt. A. Ahlborn.		
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
Capt. F. Proesch.		
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 5TH.
Capt. E. Malchow.		
"YORCK"	17,000 "	ON MARCH 20TH.
Capt. J. Randermann.		
"PRINCESS ALICE"	20,300 "	ON APRIL 2ND.
Capt. P. Groesch.		
"LUETZOW"	17,300 "	ON APRIL 17TH.
Capt. J. Bortfeldt.		
"KLEIST"	17,000 "	ON APRIL 30TH.
Capt. L. Maass.		

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy, (System Telefunken).

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELOHRS & Co., GENERAL AGENTS.  
Hongkong, 1st September, 1911.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki, (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong.

"EMPERESS OF INDIA" Sat., 4th Nov. "EMPERESS OF BRITAIN" Fri., 1st Dec.  
"EMPERESS OF JAPAN" Sat., 2nd Dec. "EMPERESS OF BRITAIN" Fri., 29th Dec.  
"MONTEAGLE" Saturday, 30th Dec.

1912

"EMPERESS OF INDIA" Sat., 27th Jan. "EMPERESS OF IRELAND" Fri., 23rd Feb.  
"EMPERESS OF JAPAN" Sat., 24th Feb. "EMPERESS OF IRELAND" Fri., 22nd Mar.

Steamships leave HONGKONG at 7 A.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London; 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
Intermediate on Steamers ..... 243 " 245.  
and 1st Class Railway ..... 243 " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Lines.

R.M.S. "MONTEAGLE" or rises Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDUCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

7

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK  
787 x 88 x 34' 6"  
Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office

MANAGERS AND AGENTS,  
**BUTTERFIELD & SWIRE,**  
HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA,"

Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this for Bombay, TO-MORROW, the 28th Oct., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "Macdonald" 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS {DEVANHA}	Capt. W.R. Hickey	Noon, 28th Oct.	See Special Advertisements
LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W.R. Le Mare, R.N.R.	About 1st Nov.	Freight and Passage.
SHANGHAI MOJI, KOBE (PALAWAN and YOKOHAMA)	Capt. C.R. Longdon, R.N.R.	About 3rd Nov.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th October, 1911.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 28th Oct., M. night.
MANILA, CEBU and ILOILO	"TAMING"	On 31st Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 2nd Nov., 4 P.M.
SHANGHAI	"LINAN"	On 4th Nov., M. night.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 5th Nov., M. night.
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans, Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINEUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

Hongkong, 27th October, 1911.

BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 A.M.
"HAIYAN"	Capt. J. B. Roach	TUESDAY, 31st Oct., at 11 A.M.
"HAIYING"	Capt. W. C. Passmore	FRIDAY, 3rd Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 25th October, 1911.

## HAMBURG-AMERIKA LINIE

### IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SLAVONIA	3rd Nov.
S.S. SCANDIA	16th Nov.
S.S. SPEZIA	2nd Dec.
S.S. SEGOVIA	14th Dec.
S.S. SILESIA	27th Dec.
S.S. AMERIA	10th Jan.
S.S. GOLDENFELS	24th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 25th October, 1911.

## INDO-CHINA S. NAV. CO., LD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"LOKSANG"	Friday, 27th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KIMSANG"	Saturday, 28th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 28th Oct., 2 P.M.
SHANGHAI	"CHOYSANG"	Thursday, 2nd Nov., Noon.
SANDAKAN	"CHUNGSANG"	Saturday, 4th Nov., Noon.
MANILA	"LOONGSANG"	Saturday, 4th Nov., 2 P.M.

### RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

## TOYO KISEN KAISHA.

### IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

#### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

#### INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

#### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)  
The Only Regular Direct Service to MEXICAN, GUATEMALAN and PERUVIAN PORTS.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th Feb., at Noon 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and GUATEMALAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

#### FARES FROM HONGKONG:

To LONDON ..... £71-10-0  
To VALPARAISO ..... £57-0-0

#### Fares by INTERMEDIATE STEAMER.

To HONOLULU ..... £20-0-0  
To SAN FRANCISCO ..... £25-0-0  
To CHICAGO ..... £36-10-0  
To NEW YORK ..... £40-0-0  
To LONDON via NEW YORK ..... £45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

## EST ASIATIQUE FRANCAIS

### MESSAGERIES MARITIMES, AGENTS.

#### MAIL SERVICE TO AND FROM

### TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 8th Nov., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

## OSAKA SHOSEN KAISHA.

### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVING.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 1st Nov., at 11 A.M.
	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU, & YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING.
YOKKAICHI, SHIMIZU, & YOKOHAMA	"TACOMA MARU"	WED'DAY, 1st Nov., at 11 A.M.
	"SEATTLE MARU"	WED'DAY, 29th Nov., at 11 A.M.
	"PANAMA MARU"	TUESDAY, 14th Nov., at 11 A.M.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 8th Nov., at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 22nd Nov., at Daylight.
	HITACHI MARU Capt. T. Yamawaki	7,000	WED'DAY, 6th Dec., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 4th Nov., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU Capt. Iizawa	7,000	TUESDAY, 7th Nov., at Noon.
	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 5th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
SHANGHAI MOJI and KOBE	CEYLON MARU Capt. Tawara	6,000	TUESDAY, 8th November.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 22nd Nov., at Noon.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. T. Murai	9,000	THURSDAY, 9th Nov., A.M.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	7,000	WED'DAY, 31st October.

§ Fitted with New System of Wireless Telegraphy. \* Carrier Deck Passengers. † Cargo only.

## NEW LINE OF STEAMERS

### BETWEEN KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days).

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The Next Steamer to sail from Hongkong—

"KIRIN MARU," TONS 4,000, CAPT. DEGUCHI, on 2nd Nov.

## 1912 PASSENGER SEASON 1912

### FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kovara	February 14th.
KAMO	9,000	F. L. Sommer	February 25th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYAZAKI	9,000	T. Murai	May 22nd.

### FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tomimaga	February 27th.
TAMBA	7,000	K. Noda	March 10th.
SANUKI	7,000	T. Iizawa	March 24th.
AWA	7,000	T. Iizawa	April 7th.
INABA	7,000	S. Tomimaga	April 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[1061-14-40]

## PENINSULAR & ORIENTAL

### STEAM NAVIGATION CO.

#### HOMEWARD PASSENGER SEASON, 1912.

#### PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave  HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE .....	7500	February 3	MANTUA .....	11000	March 2	March 8
HIMALAYA .....	7000	February 17	MACEDONIA .....	10500	March 16	March 22
DELHI .....	6000	March 2	MOREA .....	11000	March 30	April 5
INDIA .....	6000	March 16	Through Steamer		April 13	April 19
DEVANHA .....	6000	March 30	MOLDAVIA .....	11000	April 27	May 3
DELTA .....	8000	April 13	MALJOJA .....	12500	May 11	May 17
ASSAYE .....	7500	April 27	MONGOLIA .....	10000	May 25	May 31
DELHI .....	6000	May 11	MALWA .....	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE £136.14 RETURN.  
2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

### LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

#### PROPOSED SAILINGS:

STEAMERS	Leave	Due
HONGKONG	LONDON	
NYANZA	about 7	about 22
NILE	February 3	March 13
NUBIA	March 3	April 13
SUMATRA	April 3	May 13
NAMUR	May 3	June 13
PALAWAN	May 15	June 14



# TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

FREE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 27th October, 1911.

## SCHWABINGER BEER.

OBTAINABLE FROM STOCK

AT \$19.50 PER CASE OF 48 QUARTS OR 72 PINTS.

JUST TRY IT

AT THE

GRAND HOTEL'S BAR!

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 27th October, 1911.

# Hoehl

Extra Dry

goût américain

Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

Hongkong, 27th October, 1911.

1670-22

### POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Devanka*, with the Siberian Mail, is due to arrive here to-day.

The *Princess Alice*, with the German Mail, left Colombo on Sunday, the 22nd inst., and may be expected here on or about Thursday, the 2nd November.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th of November, 1911, at 5 p.m. This Parcel Mail is due in London on or about the 15th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hanyang	Friday, 27th, 10.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle	Kumano Maru	Friday, 27th, 11.00 A.M.
Macao	Sui Tai	Friday, 27th, 1.15 P.M.
Nagasaki, Kobe and Yokohama	Benary	Friday, 27th, 2.00 P.M.
Shanghai	Lokan	Friday, 27th, 3.00 P.M.
Swatow	Glenloch	Friday, 27th, 4.00 P.M.
Moji	Fuku Maru	Friday, 27th, 5.00 P.M.
Hongkong	Dagui	Saturday, 28th, 8.00 A.M.
Manila, Cebu and Iloilo	Dardanus	Saturday, 28th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO SIBERIAN MAIL TO EUROPE

Singapore, Penang and Calcutta Batavia, Cheribon, Samarang, Sourabaya and Macassar

EUROPE, &c., INDIA VIA TATTOON (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

The Parcel Mail will be closed to-day, at 5 P.M.

Manila, Cebu and Iloilo

Macao

SHANGHAI SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Tamsui

Manila, Cebu and Iloilo

Swatow, Amoy and Foochow

Macao

Manila, Cebu and Iloilo

NAGASAKI, KOBE, YOKOHAMA, TOKIO, VICTORIA and TACOMA

EUROPE, &c., INDIA VIA TATTOON (Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)

Batavia, Cheribon, Samarang, and Sourabaya Singapore, Penang and Calcutta Shanghai

Swatow, Amoy and Foochow

### COMMERCIAL.

#### EXCHANGE

#### CLOSING QUOTATIONS.

On	October 26th.
On LONDON—	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days' sight	1/10 1/2
Bank Bills, at 4 months' sight	1/10 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills 4 months' sight	1/10 1/2
On PARIS—	
Bank Bills, on demand	232
Credits, at 4 months' sight	236 1/2
On GERMANY—	
On demand	189
On NEW YORK—	
Bank Bills, on demand	44 1/2
Credits, at 60 days' sight	45 1/2
On BOMBAY—	
Telegraphic Transfer	137 1/2
Bank, on demand	137 1/2
On CALCUTTA—	
Telegraphic Transfer	137 1/2
Bank, on demand	137 1/2
On SHANGHAI—	
Bank, at sight	75 1/2
Private, 30 days' sight	76
On YOKOHAMA—	
On demand	90
On MANILA—	
On demand—Pesos	90
On SINGAPORE—	
On demand	78 1/2
On BATAVIA—	
On demand	110 1/2
On HAIPHONG—	
On demand	3 1/2 p.m.
On SAIGON—	
On demand	82 1/2
On BANGKOK—	
On demand	82 1/2
SOVEREIGN, Bank's Buying Rate	\$10.80
GOLD LAY, 100 fine, per ton	\$56.70
BAR SILVER, per oz.	25 1/4

#### SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces.....\$6.34 discount.
Chinese	10 " ".....\$6.63 "
Hongkong	20 " ".....\$5.86 "
Hongkong	10 " ".....\$6.10 "

#### SHARE LIST—QUOTATIONS.

HONGKONG, OCTOBER 26TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$887 1/2, sellers
China Bank Corporation, Limited	60,000	\$12	all	\$101
China Light and Power Company, Limited	50,000	\$5	all	\$1.70, sellers
China Provident Loan & Mortgage Co., Ltd.	80,000	\$1	all	\$8 1/2
COTTON MILLS—				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51 1/2
Leong-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 71
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 30 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, sellers
DOCK AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5 1/2	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59 1/2
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85 1/2
Green Island Cement Co., Limited	400,000	\$16	all	\$215, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20
Hongkong Electric Co., Limited	60,000	\$10	all	\$23
Hongkong Hotel Company, Limited	12,000	\$50 1/2	all	\$119
Manila Metropolitan Hotel Limited	8,000	\$25	all	\$75
Hongkong Ice Company, Limited	15,000	P. 10	all	\$11
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$165, sales
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$18, buyers
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$240, or div.
China Fire Insurance Co., Limited	20,000	\$100	all	\$117
China Trade Insurance Co., Limited	20,000	\$25.53	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$160, sellers
North-China Insurance Co., Limited	10,000	\$15	all	\$5, buyers
Union Insurance Society, Limited	12,400	\$250	all	\$245, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$225, @ Ex 75
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$23, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 104
West Point Building Co., Limited	12,500	\$50	all	\$47, sales
Mining—				
Société Française des Charbonnages du Tonkin	15,000	Fcs. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$5 1/2, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	50,000	\$10	all	\$1, buyers
REFINERIES—				
China Sugar Refining Co., Limited	75,000	\$10	all	\$5, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$134, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21 1/2
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	all	\$27
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$55, sel. @ 15/16
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$1 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$17
South China Morning Post, Limited	10,000	\$25	all	\$25
Steam Laundry Company, Limited	20,000	\$5	all	\$6, buyers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$23
A. S. Watson & Co., Limited	90,000	\$10	all	\$51
Wise & Co., Limited	15,000	\$10	all	\$15
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900	only	all	\$4
Union Waterboat Co., Limited	100	only	all	\$300
RUBBER—				
Para Rubber in London				4/3 per lb.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

## W. H. ALLEN, SONS & CO., LTD.

QUEEN'S ENGINEERING WORKS, BEDFORD.

Makers of

THE "CONQUEROR"

Centrifugal, Pumping Machinery,  
Ordinary and Turbine Type,  
Steam, Motor and Belt Driven.

High Efficiency Condensing Equipment.

ENCLOSED ENGINES

Marine Installations in Combination with  
Dynamos, Pumps and Fans.

IRRIGATION and Drainage Pumping  
Machinery.

SOLE AGENTS—

**WILLIAM C. JACK & CO., LTD.,**

14, DES VIGUE ROAD, CENTRAL, HONGKONG.

## THE CIGARETTES OF DISTINCTION

**Bouton Rouge**  
and **Felucca**



A LUXURY TO  
THE MAN  
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



## THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product on the above  
Company is its



## STERILIZED NATURAL MILK.

A trial of which will satisfy you of its  
EXCELLENCE.

PRICE:

20 Cents Per Tin,  
\$2.30 Per Doz. Tins,  
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—  
LANE, CRAWFORD & Co.  
17, WYNDHAM, Queen's Road Central.  
CHEONG YEE, Queen's Road Central.  
MAN YUEN, Queen's Road East.  
NAM HING LOONG, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY,  
11, CAINE ROAD.

## A VALUABLE TIP TO SPORTSMEN.

To meet the requirements of Shooting and Yachting Parties we have now placed on the Market small Pocket Flasks with Aluminium Cup attached filled with our well-known brands of Whiskies, viz.:

Perfection, G. P., King George IV., Club and Ye Auld Town. No Sportsman should be without one, as he will find it invaluable in cases of sickness and over-fatigue.

Price, including Flask ... each 60 cts.

**H. PRICE & CO., LTD.,**

WINE MERCHANTS,

12, QUEEN'S ROAD, CENTRAL.

Telephone No. 135.

### MAILS VIA SIBERIA.

Date	Due
October 27th.	October 24th.
October 11th.	October 27th.

9 p.m.—Boxing at City Hall.

### FORTHCOMING EVENTS.

Monday, 30th Oct.—Auction of King Edward Hotel Furniture, &c., at Sales Room, by Messrs. Hughes & Brough, 3 F.W.  
Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 p.m.  
Thursday, 2nd Nov.—First Annual General Meeting of Sze Hai Tong Rubber & Co., Ltd., 4.30 p.m.

### NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores:—  
KOWLOON BOOK STALL, Ferry Wharf  
Messrs. HUNG CHEONG, Haiphong Road

### FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

**HONGKONG WEEKLY PRESS,**

with which is incorporated

THE CHINA OVERLAND TRADE EXPOS

Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS, Office."

Hongkong, 2nd August, 1911.